

Message Text

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12

ACTION EB-07

INFO OCT-01 EUR-12 ISO-00 CAB-02 CIAE-00 COME-00 DODE-00

DOT-00 INR-07 NSAE-00 FAA-00 L-03 SSO-00 NSCE-00

INRE-00 SS-15 NSC-05 (ISO) W

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FM AMEMBASSY LONDON

TO SECSTATE WASHDC IMMEDIATE 9567

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E.O. 11652: N/A

TAGS: EAIR, UK

SUBJECT: CIVAIR - UKG SETS CAPACITY LIMITS FOR
U.S. CARRIERS

1. DEPARTMENT OF TRADE HAS SENT LETTERS DATED MARCH 4
TO PANAM AND TWA WHICH FIXES CAPACITY LIMITS FOR
SCHEDULED SERVICES BETWEEN LONDON AND US POINTS (EXCEPT
MIAMI WHERE LEVEL OF SERVICE PREVIOUSLY AGREED BY
BRITISH AIRWAYS AND NATIONAL AIRLINES).

2. IN NOTIFYING US OF LETTERS, BROWN, DOT, SAID MATTER
HAD BEEN DISCUSSED DURING /WASHINGTON TALKS FEB. 24-27
AND USG HAD NOT RAISED OBJECTION. BROWN SAID CAPACITY
LEVELS SET ARE THOSE THAT WERE VIRTUALLY AGREED BY THE
CARRIERS LAST NOVEMBER AND SHOULD NOT PRESENT PRACTICAL
PROBLEMS FOR THE CARRIERS. WE EXPRESSED CONSIDERABLE
SURPRISE OVER BROWN'S ASSERTION THAT USG GIVEN PRIOR
NOTICE AND HAD NOT OBJECTED AND SAID WE BELIEVED THERE
MUST HAVE BEEN SOME MISUNDERSTANDING ON BRITISH INTEN-
TIONS. WE TOLD BROWN THAT, QUITE APART FROM QUESTION
OF WHETHER CAPACITY LIMIT IS ADEQUATE, MORE IMPORTANT
PROBLEM, AS WE SAW IT, WAS THAT UNILATERAL DETERMINATION
OF CAPACITY BY BRITISH WAS SERIOUS VIOLATION OF BILATER-
AL AVIATION AGREEMENT.

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3. SUBSTANTIVE POSITION OF DOT LETTER FOLLOWS:
BEGIN QUOTE: IN THE ABSENCE OF TIMELY ACTION BY THE
CIVIL AERONAUTICS BOARD TO FACILITATE THE IMPLEMENTATION
OF THE ABOVE-MENTIONED UNDERSTANDING BETWEEN THE UK AND
US GOVERNMENTS ON THE OTHER TRANSATLANTIC ROUTES THROUGH
THE NEGOTIATION OF ARRANGEMENTS BETWEEN THE CARRIERS
CONCERNED, HER MAJESTY'S GOVERNMENT HAVE THEREFORE SET
THE FOLLOWING LIMITS OF THE CAPACITY TO BE OPERATED FROM
1 APRIL 1976 DURING THE SUMMER SEASON OF 1976:

BETWEEN LONDON AND (IN EACH DIRECTION) WEEKLY FREQUENCY

L. WASHINGTON	14 WIDE-BODIED
2. CHICAGO	14 WIDE-BODIED
3. DETROIT	10 WIDE-BODIED
4. LOS ANGELES	14 WIDE-BODIED
5. NEW YORK	42 WIDE-BODIED
	PLUS 21 NARROW- BODIED
6. BOSTON	15 WIDE-BODIED

FOR THE FIRST FOUR CITY PAIRS ABOVE, THE CAPACITY WILL
BE DIVIDED EQUALLY BETWEEN BRITISH AIRWAYS AND THE US
CARRIER CONCERNED. EXCEPTIONALLY, CAPACITY AT NEW YORK
AND BOSTON WILL BE DIVIDED IN EQUAL PROPORTIONS BETWEEN
BRITISH AIRWAYS, PANAM AND TWA...END QUOTE.

4. UNDER TERMS OF LETTER, TWO NARROW-BODIED AIRCRAFT
MAY BE SUBSTITUTED FOR ONE WIDE-BODIED AT NEW YORK AND
WASHINGTON AND SEVEN NARROW-BODIES MAY BE SUBSTITUTED
FOR FIVE WIDE-BODIES AT BOSTON. DOT MAY SUBSEQUENTLY
ADJUST CAPACITY LIMITS UP OR DOWN IN LIGHT OF TRAFFIC
FLOWS. IF INTERCARRIER AGREEMENTS ARE NOT REACHED AND
APPROVED BY GOVERNMENTS FOR WINTER SEASON, DOT WILL
SPECIFY CAPACITY LIMITS BY END OF JUNE. PANAM MAY
OPERATE A 747 IN PLACE OF ITS DAILY NARROW-BODY BETWEEN
NEW YORK AND LONDON PROVIDED SEATS SOLD DO NOT EXCEED
NARROW-BODY CAPACITY. FINALLY, LETTER STATES IT SHOULD
NOT BE ASSUMED DIVISION OF CAPACITY AT NEW YORK AND
BOSTON WILL CONTINUE ON PRESENT BASIS BEYOND MARCH 31,
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1977.

5. LETTER POUCHED EB/OA.

ARMSTRONG

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*** Current Handling Restrictions *** n/a

*** Current Classification *** LIMITED OFFICIAL USE

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Margaret P. Grafeld
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